

[POWER COMMANDER V]

FUEL AND IGNITION

2016 Victory 106" Models

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro strips
- 1 Alcohol swab
- 2 O2 Optimizers

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

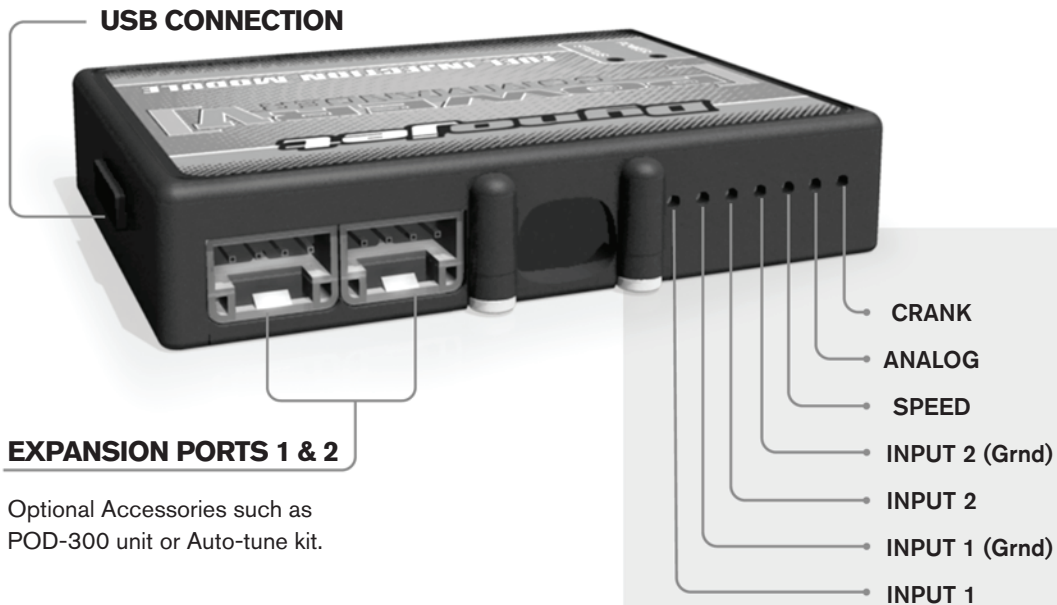
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

POWER COMMANDER V INPUT ACCESSORY GUIDE



Wire connections:

To input wires into the PCV first remove the rubber plug on the backside of the unit and loosen the screw for the corresponding input. Using a 22-24 gauge wire strip about 10mm from its end. Push the wire into the hole of the PCV until it stops and then tighten the screw. Make sure to reinstall the rubber plug.

NOTE: If you tin the wires with solder it will make inserting them easier.



ACCESSORY INPUTS

Map -

(Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will hold a base map and the other position will let you activate the learning mode. When the switch is "CLOSED" Autotune will be activated. (Set to Switch Input #1 by default.)

Shifter-

(Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

Speed-

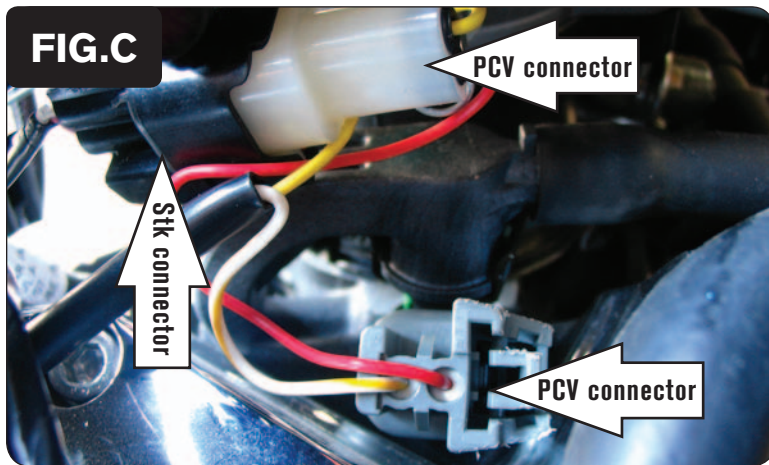
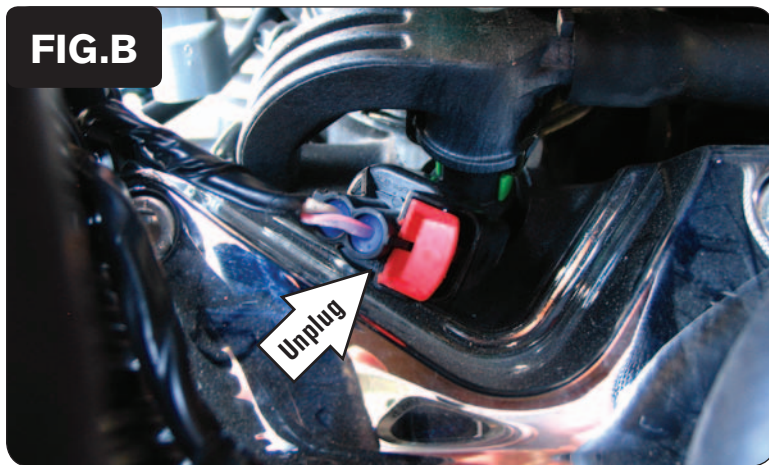
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

Analog-

This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

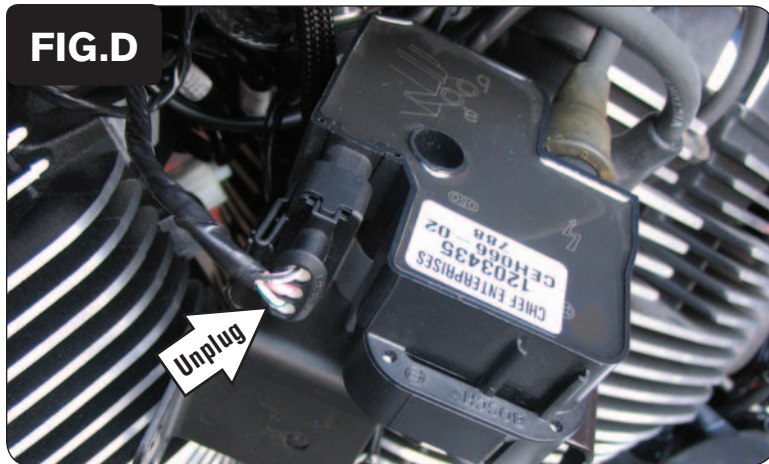
Crank-

Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.

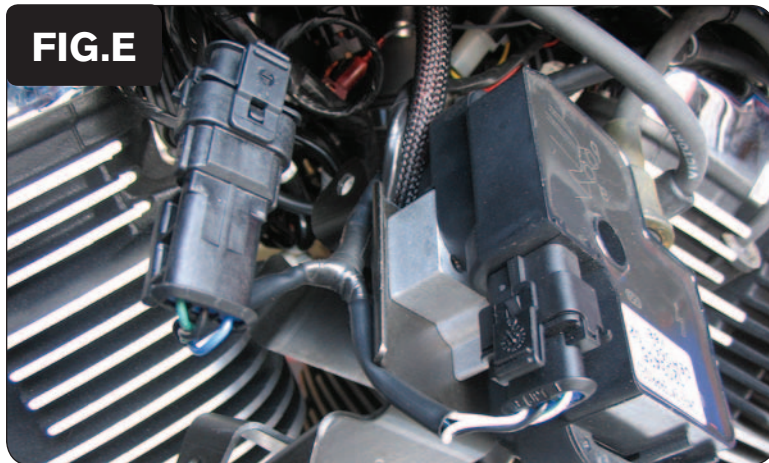


- 1 Remove the main seat and both side covers. Remove the battery.
- 2 Prop the rear of the fuel tank up or remove the fuel tank entirely.
- 3 Pull the rubber boot loose from over the stock ECU connector. Unplug the stock ECU connector.
There is BLACK plastic piece on the connector that slides forward to unlock the connector from the ECU.
- 4 Unbolt the battery box assembly and pull it loose from the frame.
- 5 Use the supplied Velcro to secure the PCV module to the rear fender (Fig. A).
Clean surfaces with the supplied alcohol swab before attaching the Velcro.
- 6 Loosen the key switch/ignition coil bracket assembly from the left side of the engine.
- 7 Route the PCV wiring harness forward towards the engine following inside the left side frame rail.
- 8 Locate the rear injector. Pull out the RED clip to remove the stock wiring harness from the injector (Fig. B).
Figure B is a top view of the rear cylinder
- 9 Plug the pair of leads with YELLOW colored wires from the PCV in-line of the stock wiring harness and fuel injector (Fig. C)
- 10 Repeat steps 8&9 for the front injector, using the pair of leads with ORANGE colored wires from the PCV.

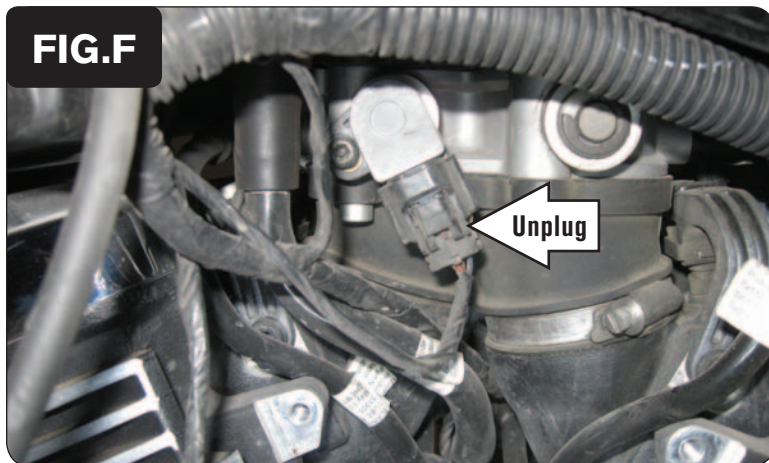
The front injector is very difficult to access but it can be done without removing the air box. Using a set of long hemostats aids in this process.



11 Unplug the stock wiring harness from the Ignition Coil (Fig. D).

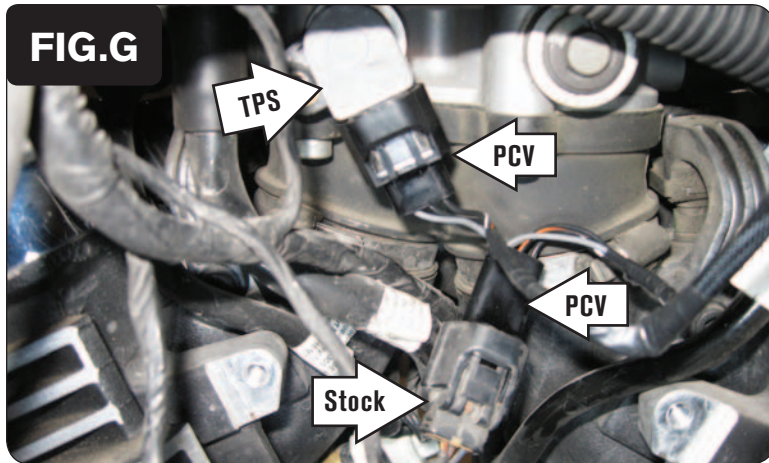


12 Plug the PCV wiring harness in-line of the stock wiring harness and Ignition Coil (Fig. E).

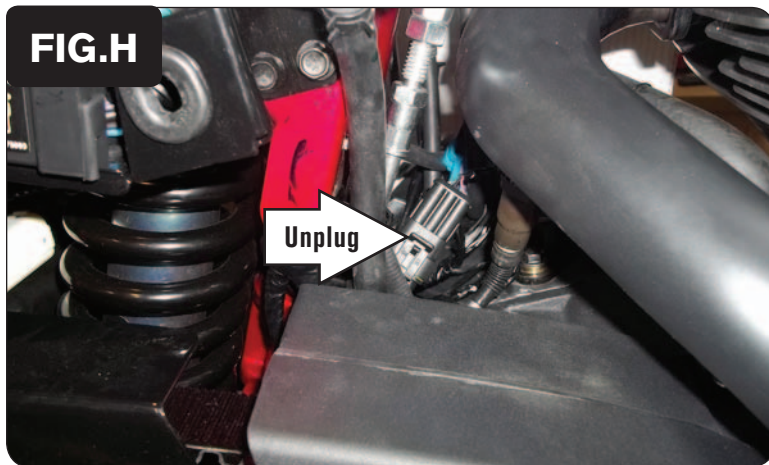


13 Locate the Throttle Position Sensor wiring harness on the left hand side of the throttle bodies. Unplug the stock wiring harness from the TPS (Fig. G).

This is located behind the Ignition Coil.



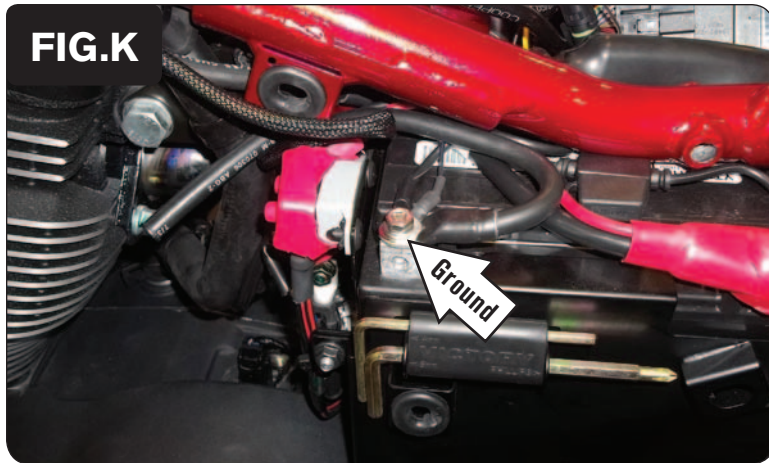
- 14 Plug the PCV wiring harness in-line of the TPS and the stock wiring harness (Fig. G).
- 15 Reinstall the key switch/Ignition Coil bracket assembly.



- 16 Locate the Crank Position Sensor connectors on the right hand side of the bike near the rear shock (Fig. H).
This is a BLACK 3-pin connector.
- 17 Unplug this connector.



- 18 Plug the PCV harness in-line of the stock wiring harness and crank pickup coil connector (Fig. J).
You might use a wire tie to secure this wiring. Try to keep it as far away from the heat of the rear exhaust pipe as possible.



- 19 Reinstall the battery box assembly. Plug the stock ECU back in. Lock the connector in place. Slide the rubber cover back over the ECU connector.
- 20 Reinstall the battery while securing the PCV ground wire with the ring terminal to the negative (-) battery post along with the stock ground wire (Fig. K).



- 21 Unplug the front and rear stock O2 sensor connectors (Fig. L1 & L2).



- 22 Plug the supplied O2 Optimizers into the stock wiring harness in-place of the stock O2 sensors (Fig. M1 & M2).

The stock O2 sensors will no longer be used. They can be removed from the exhaust if desired and if you have a way to plug the holes in the exhaust (M18 x 1.5).

- 23 Reinstall the fuel tank, side covers, and the seat.